

**Silver Spring
Transportation Management District
Advisory Committee
September 16, 2010**

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Abbreviations Used Herein:

IOS = Interim Operating Site

DEP = Dept. of Environment Protection

DGS = Dept. of General Services

TMAg = Traffic Mitigation Agreement

Item 1, 2 and 3 – Introductions/minutes approval/Chair’s comments: Members introduced themselves. The June and July minutes were approved. Co-Chair **Andy Wexler** reserved his comments until after the Interim Operating Site (IOS) update from **Donald Scheuerman**.

Item 4 – IOS Update: **Mr. Scheuerman** presented to the Committee an update on construction activities of the IOS. **Mr. Scheuerman** said that monthly status updated meetings reveal over all operations are going well with no major incidents to report.

Area businesses have expressed concern about bus shelter relocations. Business owners say the shelters encourage bus patrons to sit on building ledges; there are also continuing problems with some people using the shelters as urinals. Photos of the indecent behavior have been sent to **Sgt. Harmon**. **Mr. Scheuerman** said it is unlikely that much can be done about this because officers cannot issue citations without actually witnessing the behavior, and offenders are of course not going to do the behavior in front of the officers.

Mr. Scheuerman said mobility impaired patrons were having some difficulty gaining access to bus shelters due to Moore building renovations. Although temporary, the contractor has corrected the problem and has constructed proper accommodations.

The current date for transit center completion is October 2011; however, the date is subject to change.

Mr. Scheuerman said Washington Gas had recently completed done some construction on Ramsey Avenue near the taxicab stand, leaving a depression in the street and preventing taxis from parking illegally beyond the curb on Ramsey and Dixon Avenue. However, Washington Gas has made repairs to the street and the taxis are now once again partially blocking the intersection of Ramsey and Dixon.

Re-marking and other repairs have been made on crosswalks, bus lanes and markings on the roadways in the IOS.

The Department of General Services (DGS) is working to keep pedestrians from ignoring the Discovery building crossing light at the loading dock area on Wayne Avenue. Pedestrians continue to cross against the light creating a back up for employees trying to exit the building. **Mr. Price** asked if a police crossing guard could be at the location to discourage/enforce proper pedestrian crossing during the afternoon rush hour. **Mr. Scheuerman** said the crossing guards are there to protect the pedestrians, not necessarily to direct traffic. **Samantha Mazo** asked if Discovery’s security guards could help direct traffic during the evening rush hour. **Mr. Scheuerman** said he would defer questions about traffic enforcement to **Sgt. Harmon**, although he has witnessed pedestrians disobeying crossing guards and crossing against the

light. Police in the IOS area are not there to direct traffic but to serve as a rapid response to accidents. In accidents involving a bus, traffic would need to be directed around the accident site until a bus supervisor and a police officer can investigate. **Mr. Price** said he would work with **Sgt. Harmon** concerning Discovery's crossing light issue.

Cherian Eapen commented that long crossing signals tend to encourage jay walking, especially when people are rushing to catch public transportation. **Mr. Scheuerman** said work is scheduled to be done on the County's signals that will reduce the current pedestrian crossing time of four feet per second to 3.5 feet per second. This will add several seconds of crossing time.

Mr. Scheuerman said regarding cement pours that the contractor had to obtain a variance from Department of Environmental Protection (DEP) which includes a public hearing.

Mr. Scheuerman said there was a noise study done in the downtown Silver Spring area which found that during the day the average noise level was 67 decibels; at night it was 62 decibels. Measures are being taken to reduce the night time noise level but there is not much that can be done until the transit center construction is complete. DEP has allowed night time caisson drilling operations for the canopy covering the Metro entrance because it was found that the drilling cannot be heard over regular night time noise; it would also cause a safety hazard for pedestrians if done during the day.

The concrete being used in the pours is a specialty mix which supports 8,000 lb. per square inch vs. 2,500-3,500 lb. per sq. in. commonly used in residential areas for foundations and sidewalks. The concrete specialty mix poses two major concerns for night time pouring:

1. The amount of lighting needed may disturb residents in the surrounding area.
2. There would only be one batch plant running which could pose a major problem if the concrete mix runs out and there is a failure at the batch plant.

The contractors decided to do the first pour at 3:40 am and continued until 12 pm a total of 8.5 hours. In that time 75 trucks provided a continuous flow of concrete. Starting construction at night and going into the daylight hours works well because it enables morning light usage and two batch stations are available.

Mr. Wexler said he was confused about the night time pours. The notice regarding the process was not clear. He thought the pours would be conducted during the evening time only, but was awakened in the middle of the night and could not get back to sleep. Currently, he does not know when the pours are to start and would like better communication from DGS ahead of time so he can know what to expect.

Mr. Scheuerman said the concrete pour information was changed by the concrete company 10 days before the start date. Because the amount of steel in the project requires a continuous pour of the specialty mix cement, and because there would be limited finances available in case a mistake is made, extreme caution is being used for the cement pours. There will be two pump trucks available during the pours, with one of the trucks serving as a reserve.

Night time cement pours will be done once every two weeks for a total of 12 pours; only one pour has been completed.

One of the concerns DGS had was how trucks are routed onto the site and whether there would be noise concerns. Therefore, the truck backup horns were turned off and flaggers were used instead. However, the loader horn cannot be turned off.

Mr. Wexler said he would work with **Reemberto Rodriguez**, Director of the Silver Spring Regional Services Center, to disseminate information to the community on the night pours. **Mr. Scheuerman** said he would also find a way to advertise on the DGS website under the transit center section.

Mr. Scheuerman acknowledged **Mr. Wexler's** concerns regarding night time noise from construction and trucks; however, from a safety stand point it is better to have trucks pouring cement operating at night than in the day time.

Michael Price asked if construction will have any foreseeable effect on power to the surrounding buildings.

Mr. Scheuerman said construction accomplished rerouting power to Metro; the next project is the concrete pours and installing the escalators. There may be power issues around the surrounding buildings as they work more on the Colesville road section, but he does not foresee any major problems.

Mr. Scheuerman agreed to work with the Regional Center and **Alison Bryant** of the Gazette newspaper to disseminate information on transit center construction.

Item 5 – Falkland Chase Traffic Mitigation Agreement (TMAg): **Ms. Mazo** said that because her firm, (Linowes and Blocher) represents Home Properties which is the Falkland Chase developer, she cannot render formal recommendation on the project. However, she did note important features for the Committee to consider:

- Determine if the mode share goals are adequate in the agreement.
- Look at changes to the proposed transportation system around the property and how circulation changes will affect the surrounding traffic.

Ed Furgol expressed concerned that the TMAg is geared more towards office development and would not be adequate for the residential component of the development.

Ms. Mazo commented that the development was near Metro and that residential areas have less traffic than office developments.

Jim Carlson said, regarding the two meeting handouts (the Falkland Chase agreement and the County TMAg template) that the County's TMAg template has more mitigation items than the Falkland draft agreement. However, Commuter Services will likely negotiate to add more items to the Falkland draft; for example, car sharing spaces and car/vanpool preferred parking.

Mr. Eapen said that Park & Planning is reviewing Falkland agreement. The main issue currently under review is access to the site. However, the draft will not be finalized until the Site Plan is submitted, which is further down the line in the approval process.

Mr. Furgol asked about electrical vehicle charge stations being included in the agreement. **Mr. Carlson** agreed this would be a good possibility to include in future template drafts.

As an example, **Mr. Carlson** gave an overview of Commuter Services traffic mitigation measures recommended for the Hewlett Packard development site in North Bethesda:

- Promote flexible work hours
- Provide preferred parking for carpools and vanpools
- Promote the Guaranteed Ride Home program
- Implement employee parking fees to discourage single occupancy vehicle usage

- Encourage car sharing
- Implement 'Live Near Your Work' incentives
- Install bicycle facilities, including showers/locker rooms
- Provide space for Real Time transit information signs

Rukiyat Gilbert raised concerns regarding pedestrian access to the Falkland site, in light of the Harris Teeter grocery store. She said there should be a pedestrian bridge or other pedestrian amenities to safely manage the high volume of pedestrian traffic that the grocery store will attract.

The Committee voted to draft a letter to the Department of Transportation (DOT) Director stating that the preliminary traffic mitigation measures in the Falkland Chase TMAg are acceptable along with changes and additional recommendations by Park & Planning and Commuter Services. The Committee recommends that the final agreement include the following traffic mitigation measures outlined in the County's standard TMAg agreement template:

- Car/Vanpool Parking
- Car Sharing Spaces
- Promote 'Live Near Your Work' programs
- Real Time Transit Information Signs
- Countdown Pedestrian Signal

Mr. Carlson will provide a draft via email

Item 6- Updates: TMD/DOT/Police/Other County Updates: Car Free Day coming up September 22, 2010. Mr. Carlson distributed flyers for members to post.

Item 7- Other Business/Around the Room: There were no around the room business

Item 8- Adjourn-Next meeting: October 14, 2010

**Silver Spring Transportation Management District Advisory Committee Attendance Sheet
September 16, 2010**

Voting Members (12)			
Name	Affiliation	Present	Absent
Chamber Members (3)			
Martin Atkinson	M&T Bank		X
Tom Collins	Atlantech Online		X
Samantha Mazo / Co-chair	Linowes and Blocher LLP	X	
Citizens Advisory Board Members (3)			
Edward Furgol	Kemp Mill, Four Corners, East SS	X	
Vacant	North & West Sector Plan Area		
Andrew Wexler / Co-chair	CBD Resident	X	
Employers less than 50 employees (3)			
Rukiyat Gilbert	Southern Management Co.	X	
Everton Latty	iDeal Decisions, Inc.	X	
Cathy Wilde	Solid Waste Assoc. of N. America	X	
Employers with 50 or more employees (3)			
G. Michael Price	Discovery Communications	X	
Robin Goudy	Social & Scientific Systems		X
Vacant			
Non-Voting Members (4)			
Sandra Brecher, DOT Transit Services	DOT Director or Designee		X
Vacant	M-NCPPC		
Sergeant Thomas Harmon	Montgomery County Police		X
Staff			
Nakengi Byrd	DOT, Commuter Services	X	
Jim Carlson	DOT, Commuter Services	X	
Guests			
Donald Scheuerman	MC-Dept. of General Services	X	